





## Insurance.

# THE NEW YORK LIFE INSURANCE Co.,

(The Oldest International Life Insurance Company in the World.)

SUPERVISED BY 32 GOVERNMENTS.

A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

**GOLD - \$1,000,000,000**

of insurance in force to-day.

The following is a comparison of the three Largest Companies:

## OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash:

### NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Amount of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders)	73,471	\$182,093,389	\$6,054,499
Mutual	51,785	128,780,088	5,146,547
Equitable (Capital Stock \$100,000,000)	42,030	121,967,516	4,866,554

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

## Today's Advertisements.

FOR SALE.

**HOTEL BUSINESS IN NORTHERN PORT.**  
Long Lease at very Low Rental, Good Paying concern. Owner obliged to return in England through ill health.  
For further Particulars, apply in First Instance, by Letter to  
G.W.W.  
Office of this Paper.  
14th September, 1899. [1177a]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR HOKLO AND CEBU.  
The Company's Steamship  
"WOOSUNG,"  
Captain Dowson, will be despatched as above on SATURDAY, the 16th instant, at 10 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 14th September, 1899. [1176a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.  
The Company's Steamship  
"THALES,"  
Captain Hall, will be despatched for the above Port, on SATURDAY, the 16th instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAURIE & Co., General Managers.  
Hongkong, 14th September, 1899. [1178a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship  
"HAIMUN,"  
Captain Davis, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAURIE & Co., General Managers.  
Hongkong, 14th September, 1899. [1179a]

NORDDEUTSCHER LLOYD.  
STEAM TO SHANGHAI.  
The Company's Steamship  
"SACHSEN,"  
Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.  
For further Particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 14th September, 1899. [1169a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN AND NEWCHANG.  
The Company's Steamship  
"KWEIYANG,"  
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
The Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on FRIDAY, the 22nd instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.  
The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 14th September, 1899. [1175a]

## Intimation.

# A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

## WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

- B.—VINTAGE, superior quality, Red Capsule..... \$14.40  
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule..... 16.20  
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

## SHERRIES.

- B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule..... \$10.80  
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule..... 12.00  
D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule..... 12.00  
E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule..... 14.40  
F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled)..... 20.40

A. S. WATSON & Co., Limited.  
QUEEN'S ROAD CENTRAL.

# The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 14, 1899.

## NOTES AND COMMENTS.

### THE "TARTAR."

Our correspondent Hongkong Tradesman appears to have a great grievance against the Authorities for what he calls their mischievous meddling with the transport *Tartar*. We are not of his opinion, and think that the fault, if any, lies at the door of the Americans themselves. They chartered the ship, and it is only reasonable to suppose that in doing so they were fully aware of the number of men she was entitled to carry according to British law. If they were not, then it only serves to show that the department responsible for the chartering of transports did not carry out its duty. It was the American Authorities who sent the *Tartar* to Hongkong and it was their own men who complained of her overcrowded state. The complaint being made, the Harbour Master could do nothing else than refuse to grant a clearance as soon as he had satisfied himself as to the facts of the case. If the vessel was overcrowded, and she must have been carrying passengers in excess of her licence for action to be taken, then it was the duty of the Harbour Master to act as he did, he could not do otherwise. Had he been content to wink at matters and refuse to listen to the complaints put forward, then he would have been responsible had an accident happened, and we do not think that even Hongkong Tradesman would care to have the lives of over a thousand men put upon his hands in this manner. Had the *Tartar* been an American commissioned transport then the Harbour Master could have had no say in the matter. The American Authorities could have packed the men like sardines had they chosen to do so and nobody in Hongkong could have raised objections. Tradesman states that this action of the authorities will prevent the transports from coming here and so be the means of taking thousands of dollars out of the pockets of himself and his confederates. If this should prove to be the case it will be unfortunate, but it cannot be helped. "Tradesman must remember that the British law is made for everyone and even a foreign government is bound to respect it. Had the Americans asked for permission to carry an extra number of troops before commencing the voyage there can be no doubt that the dictates of international courtesy would have rendered the granting of such permission an easy matter, but as they failed to do this, they cannot complain at the British law being enforced."

## EQUITABLE

SURPLUS..... £11,939,875 Sterling.

Do you know what the Guaranteed Cash value Policy is? If not, in your own interest, inquire.

Hongkong Office:—G. Pray.

F. KIENE, Acting Manager, Hongkong.

TOYO KISEN KAISHA.

## NOTICE.

### CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1899. [1310]

## Intimations.

### NOTICE.

PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [8531]

### NOTICE.

NIGHT SCHOOL for EUROPEANS, by an

EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

therefore the best address for Particulars, c/o This Office.

Hongkong, 18th August, 1899. [1018a]

## LET EM ALL COME

TO

## YEE CHUN'S STUDIO

At No. 59, QUEEN'S ROAD CENTRAL, where

PHOTOGRAPHS AND PORTRAITS on

IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [1596a]

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While the columns of the Hongkong Telegraph will always be open to the fair discussion by correspondents of questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

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(From Japanese Papers.)

## The Recent Typhoon.

MATSUMURA, September 5th.  
The loss of life and damage caused by the recent typhoon in this prefecture (Ehime) is summed up as follows:—828 people killed, 106 injured, and 87 missing; 140 houses demolished, 105 badly damaged and 302 less damaged, in addition to 78 washed away, while 483 houses were inundated.

The losses of Mr. Sumitomo resulting from the Besshi mine calamity are estimated to exceed a million yen, when the expenditure for the relief of the sufferers and the repairs to work-shops, roads, etc., are included. When indirect losses are counted, the total will reach a million and a half.

The bodies washed up along the river Kokuryo remain untouched, as there is no money available to be used in their burial before the village assembly has met. [It seems hardly credible that the Government or local authorities can permit such a state of things.—Ed.] Mr. Sumitomo, hearing this news, has asked that the bodies should be buried at his expense.

The weather is more settled, but the temperature on the Besshi hill is very low, the maximum being 65° and the minimum 48°. The wounded people are in great difficulties.

## Assault upon Viscount Miura.

Tokyo, September 5th.  
A dispatch from Takao, Toyama prefecture, to the Liberal headquarters states that Viscount Miura and his friends (who are now on a political tour) were leaving the town of Takao in jirikishas, each escorted by two policemen, a man named Terazawa sprang up from behind a wall and threw time upon Viscount Miura, and attempted to strike him with a piece of firewood. The man was arrested.

## Prince Henry.

HAOKADATE, Sept. 5th.  
Prince Henry of Prussia proceeded to Sapporo yesterday.

## WEATHER REPORT.

The Observatory report says:  
On the 14th at 11.55 a.m. Barometrical changes are unimportant. Pressure remains high over China and Japan, with slight gradients for N.E. winds on the coast and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; rainy.

## LOCAL AND GENERAL.

THE life saving appliances, etc., required by British law, having been put on board the *Tartar*, we are told that she will leave at 6 p.m. to-day.

LAI CHOI YUK, a prostitute, was sentenced to three months' hard labour for stealing an American watch and gold chain from Francisco Wire, chief steward on board a Spanish vessel now in the harbour.

THE Shaan-ki-wan Road was breached by a flood last night at the Hongkong side of the Metropole Hotel; a temporary bamboo bridge will be got up as soon as practicable to pass light traffic, pending the restoration of the road way.

LAST night an alarm of fire was given at West Point, and warning was immediately sent to the fire station. Fortunately, however, before the brigade arrived on the scene the fire had been extinguished by Police Constable Perkins, who happened to be on the spot when the fire was first discovered.

THIS morning the body of a Chinaman was found on the new reclamation ground at the bottom of Wing Wo Street, nearly opposite No. 10 Police Station. He had cut his throat nearly from ear to ear with a razor that was found close to the body. As it is plainly a case of suicide it is not expected that an enquiry will be held.

THE 67th Annual Meeting of the British Medical Association, held at Portsmouth during the first week of August, a very interesting ceremony was the presentation of the Stewart Prize for research. The report, as it appears in the *British Medical Journal* for August 12, runs thus:—

"The President thought they would all agree with him that he had an exceedingly pleasant time in performing in Portsmouth. The Association every two or three years offered a prize for research in the origin and prevention of endemic diseases; it was a prize of £50. He is delighted to say it had been awarded to Sir Frederick James Abercrombie Dalton, N., for his original investigations in beri-beri. The President was sure there was no part of the world more appropriate than Portsmouth present the award to an officer of the Royal Navy, who by his original research should have this prize awarded to him, and it was a pleasant duty for him personally to perform. The President then formerly presented the prize to Surgeon Dalton, who bowed his acknowledgments."

Surgeon Dalton was well known to many of the last commission of H.M.S. *Flower* station. He joined Netley Hospital returning home and is now in H.M.S. *Flower*. It was during the stay of the *Flower* in Singapore that Surgeon Dalton made his investigations on beri-beri, and collected the material for the essay that won for him the high action of the Stewart Prize.

## CONDITION OF NOS. 24-30, CIRCULAR PATHWAY.

Following minute by Dr. Clark, M.O.H. circulated to members of the Sanitary Board:—I visited these houses on the 11th and found No. 24 has a carpenter's shop and ground floor is used as a family home and 3 cubicles. It is occupied by 8 and 2 children and is not a basement as alleged by the Sanitary Board.

No. 25 ground floor is used as a silversmith's shop. It has an abutment against the back kitchen wall but this kitchen is opened out and the shop is therefore basement. It is occupied by 11 persons. Ground floor is used as a family home and 3 cubicles. It is occupied by 8 and 2 children and is not a basement as alleged by the Sanitary Board.

No. 26 ground floor is used as a family home and is occupied by 11 adults and 3 children. It has bunks but no cubicles.

No. 28 ground floor is a tinsmith's shop. It has no cubicles or bunks and is occupied by 11 adults. No. 29 ground floor is a carpenter's workshop. It has two cubicles and is occupied by 11 adults. No. 30 ground floor is a baker's dwelling. It has 5 cubicles and is occupied by 6 adults.

All the downpipes in the kitchens appear to be more or less defective and this gives to the back kitchen wall, which abuts on the hillside, the appearance of sweating, but I satisfied myself that this was not so, but that the slimy moisture was derived from leaking downpipes.

Each of these rooms measures 30' x 18' and can therefore legally accommodate 18 persons. As Nos. 25-30 are not legally basement dwellings, if they are in the opinion of the sub-committee, apply to the magistrate under 23 of the Public Health Ordinance, to declare the premises unfit for human habitation, after a reasonable time (say 14 days) has been given to the owners by notice (S. 18) to render them habitable. The following minutes were attached:

Capt. Superintendent of Police.—Dr. Lawson has not read the report carefully. The Committee condemned the ground floors of 25, 26, 27, 28, 29, and 30 circular Pathway as unfit for human habitation. The committee did not say they were unfit for occupation as shops nor did they condemn the upper floors.

No. 27 ground floor is used as a family home and is occupied by 11 adults and 3 children. It has bunks but no cubicles.

No. 28 ground floor is a tinsmith's shop. It has no cubicles or bunks and is occupied by 11 adults. No. 29 ground floor is used as a carpenter's workshop. It has two cubicles and is occupied by 11 adults. No. 30 ground floor is a baker's dwelling. It has 5 cubicles and is occupied by 6 adults.

All the downpipes in the kitchens appear to be more or less defective and this gives to the back kitchen wall, which abuts on the hillside, the appearance of sweating, but I satisfied myself that this was not so, but that the slimy moisture was derived from leaking downpipes.



only say that his defense was that there was no infringement, no such likeness calculated to deceive, and even if there were the defendant had acted quite innocently and was not responsible. He had done nothing to the tin, they were the same as received from the importer as the milk was prepared in Holland and if anybody was to be proceeded against for infringement, which he denied, it ought to be the importer and not the Chinaman who merely retailed the goods as received.

Mr. Wilhelm Engelbert, a representative in Hongkong of Holz Jacob & Co, whose head office is at Rotterdam, said they had been for the last two years importing the snake brand into the market. It is prepared in Holland. The labels also come from Holland. The boxes are also supplied and have snake brand on the outside. Large quantities have been sold in the Colony. He thought he had sold to the Sui Yik shop. The contract produced of 10th December 1898 showed that 50 cases had been sold to defendant. No complaint had ever been made by the New York Co. of their infringing their trade mark. Their milk went among the Chinese as the Snake Brand. He only knew the price of the "Milkmaid" and not the price of the "Eagle." The price of the Snake Brand was \$1.65 per dozen. There was a great difference between the two labels, the first being that on the top side we put "Snake Brand." Secondly there is an eagle fighting a snake. Further on this there is a printed "made in Holland." On the wrapper of the Snake Brand the directions for use are in Chinese characters, on the Eagle Brand there are no Chinese characters. The words impressed on the top of the tin are entirely different and also a slight difference in the size of the tin. Anyway there is a great difference. The Chinese cannot read so they must know very well that one is the "Eagle Brand" and the other the "Snake Brand."

By Mr. Gedge.—All the differences given are in English. The Milk is imported principally from the Chinese. It did not know where his cargoes go; probably into the interior of China. Suppose he were an ignorant Chinaman he would notice the Eagle first as that was the principle factor. The last import was different from the Snake Brand, in which the snake looks more like a scroll. The Eagles on the Snake Brand are not identical with those on the Eagle Brand. The wings are stretched in both cases. This is the first time he had heard of the Hing mark.

He did not know if they could take most other mark than the Eagle as it was taken before his engagement. It is not his intention to deceive and he did not know that he did so. Mr. Hastings said he had one witness to call and would probably take about an hour; he suggested the further hearing be adjourned. His Worship concluded with this suggestion and adjourned the hearing until 2.15 p.m. next Tuesday, defendant being released without bail.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

### THE TRANSPORT "TARTAR."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—With your kind permission I should like to raise my voice against this mischievous meddling by Government officials with British shipping. I have never before seen a report that is now issued on shipping matters shows that although the number of vessels flying the British flag is on the increase, this increase is in no way in proportion to the advance made by other nations and I believe most shipping firms will agree with me when I say that this state of things is mainly due to the vexatious rules enforced by the Board of Trade, which in many instances have forced British owners to fly a foreign flag.

It certainly is not my intention to oppose a proper regard to the safety of British subjects but I do not believe it is the duty of our authorities to interfere in the arrangements made by a friendly Power when, in their estimation, due precautions have been taken to ensure the safety of their subjects on board a British vessel, as in now being done on board the chartered transport *Tartar*. In the whole of this quarrel our officials have seemed to have acted in a most arbitrary manner and have quite lost all ideas of common sense and the fundamental principle of the greatest good for the greatest number. The military officers have not, so I am led to believe, been approached to see if an amicable arrangement could not be arrived at. The refusal of the ship's clearance by the disaffected discharged regulars who were disappointed in not obtaining a first class passage to America without extra payment, the fact being that the British Government has been made to pander for the benefit of a few to the detriment of the many. All on board the *Tartar* are eager to get home and the merchants of Hongkong are eager for the American transports to come to this port, bringing as they must do a great deal of ready money here, and still these advantages have to be gained to suit a few insubordinate discharged soldiers whose chief concern appears to be that they may have a good time and do not mind how much harm they may do others.

Thanking you, Sir, for the insertion of this letter, which I hope may call forth the opinion of other commercial men on the disadvantages accruing from flying the British flag.

I am, etc.,

HONGKONG TRADESMAN.

Hongkong, September 14th, 1899.

## AN EXPLANATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—In your issue of yesterday, 13th inst. you publish an interview with Brig. Gen. Funston U.S.V. in which occurs the following paragraph: "He also asked that the following might be made public, since their visit to Hongkong, they had recognised a young man, dressed as an American assistant surgeon, as a deserter from the U.S. Hospital Corps, unfortunately the man decamped before they could have him arrested."

As a great many people have supposed that they referred to me I beg to state that it cannot be so and to request you to publish this letter in order that there may be no misunderstanding. I have never been a member of the Hosp. Corps, U.S.A., which Corps is composed of non-commissioned officers and men; all Surgeons belonging to the staff.

Detachments of the Hosp. Corps are placed under the command of the Surgeons.

Officers do not desert; but may be absent without leave.

My contract with the U.S. army was annulled on the 15th day of August.

I have never had any connection with the Volunteers, with which branch of the service alone Gen. Funston is connected.

His statement has probably caused some inconvenience to others besides myself and should have been accompanied by names and data.

The facts which I have stated are capable of easy corroboration.

Yours truly,

R. FLEMING-JONES, M.D.,

Acting Asst. Surg. U.S.A.

Hongkong, September 14th, 1899.

## RINDERPEST.

The following report from Mr. A. Watson, Acting Inspector of Livestock, has been circulated to members of the Sanitary Board. Sir,—I have the honour to report that on the 5th inst. two animals were admitted into the cattle depot from Kowloon; as they appeared to be sick, I had them placed under observation in the Segregation Shed. Their temperature then was No. 1 104.8°, No. 2 103.4° on the 6th inst. their temperature was No. 1 105.2°, symptoms hard breathing and diarrhoea (No. 2 temp. 104.4° no other symptoms of sickness apparent. At 6 a.m. 7th inst. one animal (No. 1) was found dead and from examination of the carcass and considering the former symptoms I am of opinion that the animal died of rinderpest. The other animal is still under observation. Temp. 103.4°, refuses food, but no other symptoms of sickness apparent as yet. The cattle broker who admitted the animals into depot, refused to either bury the carcass of the animal that died, himself or pay the Government coolies for doing so, stating that he had no money to pay the expenses and that the carcass could lie there and stink. I had the carcass buried by the coolies employed at the cattle depot; who thoroughly disinfected their bodies and clothing when finished.

Minutes attached to the report. G. W. Duggan, 7th inst. These are the two animals I spoke of to you (President) about; the second animal is according to the report better than it was yesterday; at least its temp. is lower. Mr. Watson says that although he thinks the disease is rinderpest, yet he cannot be positive as all the symptoms of the disease are not present.

Medical officer of Health, 8th inst. According to Byelaw 6 the carcass is to be disposed of in such manner as the Board may deem fit, therefore, I presume at the expense of the Board; I inform Inspector accordingly.

Acting Inspr. of Livestock, 9th inst. I have the honour to report that the animal placed in segregation by me on the 5th inst. and marked No. 2, in my report of the 7th inst., having developed no further symptoms of sickness and the temperature having gradually subsided, till for the last 24 hours, it was normal. I passed it and had it slaughtered this morning.

The following report was circulated to members of the Sanitary Board.

By Dr. James A. Lawson, dated 2nd inst. I regret to report that yesterday 4 animals (3 bullocks and 1 heifer) were admitted to the observation shed at Lap Sap. Yesterday with signs of rinderpest. I saw them this morning. They were suffering so severely from rinderpest that, anticipating danger, I ordered them to be destroyed at once, as they were in a painful condition.

They arrived from Nan Tan yesterday—the same same place as the two came from, which were affected at Kowloon depot earlier in the week. I have no doubt the Chinamen knew they were sick when they were imported. No compensation is paid in this case.

## THE PLAGUE.

Cases reported to 13th inst. 1,442  
Do. do. during past 24 hours 4

Total 1,446

Deaths reported to 13th inst. 1,385  
Do. do. during past 24 hours 4

Total 1,389

## THE INCREASE OF THE SPECIE BANK CAPITAL.

TOKYO, Sept. 2nd. The directors of the Specie Bank are of opinion that, though it may be well to double the Bank's capital, it is not necessary to call up the whole amount at once. Half the amount—¥6,000,000—is considered sufficient for the present, the rest being called up as circumstances may require. Even the whole of ¥6,000,000 is not to come directly out of the shareholders' pockets, as the profits made by the Bank in handling the public loan bonds for the Government are to be declared as a special dividend and counted in part payment of the proposed increase in capital.—*Kobe Chron. Cor.*

## A JAPANESE MARINE COMMISSIONER TO VISIT CHINA.

TOKYO, September 2nd. The increased attention now being paid to the Far East and its commercial routes by the Governments of Europe and America is about to find a response in Japan. The Communications Department has decided to dispatch a commissioner to China, Taiwan, Shanghai, Hongkong and other ports, who will study the local conditions, of further trade and maritime expansion, and more particularly the state of Japanese shipping as carried on under the Subsidy Act. The report that a large Russian steamship company is being organised in view of the opening of Taiwan is to be inquired into, as its coming into existence may affect the Japanese shipping industry. Further, the Government is beginning to realise the difficulties which must attend the ocean-carrying trade as engaged in by Japanese companies, and it is held that whatever loss is incurred under this head must ultimately be recovered from the maritime exploitation of Far Eastern waters. The Government now clearly sees that the only remedy for the present state of things lies in this course. Hence, it is anxious to fully investigate the situation.—*Kobe Chron. Cor.*

## DEATH OF GENERAL LE GENDRE.

A telegram from Seoul announces the death on the 2nd inst. of General Le Gendre, adviser to the Korean Government. General Le Gendre has for many years been a conspicuous figure in the Far East. In the early seventies he served as United States Consul in Amoy and there acquired a considerable knowledge of Far Eastern affairs. Coming to Japan just when this country was involved in a dispute with China about the latter's responsibility for an outrage perpetrated by the Formosan aborigines against some shipwrecked natives of the Rikyu Islands, he placed his services at the disposal of the Japanese Government, and was appointed adviser to Mr. Okubo, who had chief direction of the expedition sent by Japan to inflict punishment on the rebels and seek redress from the Formosans. General Le Gendre resided in Tokyo for many years after that event. He had been humbly rewarded by the Japanese Government for his services in Formosa, and he devoted his time in Tokyo to literary pursuits. In 1886, he received the appointment of adviser to the Government of Korea, in succession to Mr. Mollendorff, and since that time the world has not heard very much about his doings. He must have reached a mature age, for he served in the War of the Secession in 1863, losing an eye and suffering other severe injuries. He was understood to have been engaged for many years on the compilation of an anthropological work demanding the widest research, but it is to be feared that death has prevented the achievement of that purpose.—*Japan Mail.*

## "MORGAN CITY" WRECK.

FURTHER DETAILS OF THE DISASTER.

Kobe, September 6th.

Onomichi, Tuesday night.—I have to-day visited the wreck of the *Morgan City* and walked through and about the beach encampment of the troops she carried. I send first a few supplementary details of the manner of the wreck of the vessel, the subsequent landing of the crew and cargo, bearing on other points passed over in the hastily written account sent yesterday.

All agree in saying that the night of the wreck was a bad one for navigation and the manifold perils of the run through the Inland Sea made the risk all the greater. As mentioned in yesterday's account, the troops were all below when, between three and four o'clock of Saturday morning the ship struck. Several of them I have spoken to declare however, that they clearly heard the men on the look-out give the word to the bridge, "Land Ahead," three or four times in succession. It was just on top of the last shout that the vessel took the rocks, so it is said. I mentioned yesterday the expectation of shifting the troops several times in succession to the port and starboard sides of the deck which was employed to assist in moving the transport back off the rocks. The time taken to accomplish this ran to about an hour. The point where the *Morgan City* struck is an irregular headland jutting out from an island into the course through the Inland Sea—its name according to the chart being Aegi Shima. It is said that the pilot was expecting to make a light which is some four or five miles further on. The place where the ship was beached and is now sunk is a small rocky point, some 100 yards distant from the shore, some 10 miles across the Inland Sea from the headland on which the vessel ran. When the vessel was got clear of the rocks it was at first supposed that she had only slight injury, but it was soon made clear from the rapidly with which the water rose forward that she must be seriously holed. It is stated that the rent in the plates extends to as much as 42 feet, but by this time nothing was given out among the men as to her dangerous state. Her head was made straight for a good beaching point, the water all the while gaining swiftly. It is an open question whether there was much more than a minute or two between the safety of which every man on board now finds himself and the certainty of drowning for a great proportion of the troops and crew. As already described, the ship's keel did not find bottom before her stockhold, engine-room, and half the bunkers were flooded. She got down perceptibly for days had grown over the 1600-ton beach was reached every yard of water she went through, and most of the men saw it. Safety was got by a hair's breadth, as has been said, but even as the ship settled to her bed among the sand numbers of the men jumped clear in the supposition that she was settling to a clean bottom. Among these were many who could not swim, but they were kept aloft by others and nobody went down for good. Every one will do credit to the fine discipline and calm assurance which kept back possible panic. There was naturally some commotion, some excitement and some rushing for life belts but nothing so considerable as to discredit the fine name of the American soldier. The landing of the troops and crew was carried out in daylight which had of course arrived by the time the ship was beached. The sampans and heavier boats of the Japanese were used with the ship's own boats so that a comparatively short haul sufficed to put the whole aboard on the land. Moreover, the position of the ship permitted the removal of a considerable quantity of miscellaneous stores, cooking utensils, bedding, odd pieces of furniture and other convenient material. The transport lay very nearly bows under but well aloft in the after part. She was stuck firm by the sand at the bow while the rest of her hull swung on the surface as on a pivot. Detachments of the troops were told off to assist in saving what was possible out of the vessel and this work went on right to the moment when she finally gave up her life. Her length on sea was about five or six fathoms before she had been over some time before but short warning was given of the final sinking. It is not quite clear indeed whether one man did not have too brief warning to save himself. One man got the roll missing but he is reported to have been seen ashore and probably will be found. The ship went down astern about half past three on Saturday afternoon. She now lies about a stone's throw from the beach. Nothing of her hull is above water but about a half of her fore-castle head. At high water the sea is lapping about the O and the R of "Morgan," and from the height she had risen straight from the beach one can see the whole head and stern of the ship as a dark shape. The ship lies therefore on a steep shelving bank. The beach meantime is, as may be understood a sight to see. A better spot for the shelter and tendence of shipwrecked men could hardly be found on a long seeking. The semicircular bay is almost narrow enough for men to understand each other shouting across from the two points which are its limits. There is half a square mile of green crop-land in the hollow which runs from the beach rising quickly up to the sides of all precipitous Japanese mountains. The prospect is shut out everywhere except to seaward. Between the green rice fields and the green bay there is the white strip of pebbly beach. Right from horn to horn of the semicircular white strip is planted with khaki-clad figures topped by the American broad-brimmed pyramid hat. All day long there is constant movement among the men, and this with the other varied scenes incidental to camp life make the vicinity of the wreck picturesque and lively. The men mostly sleep on the shingle under cover of a sheet of ship's canvass or nothing. They are living well meantime, the supplies from Kobe and from the neighbouring villages and people raising the quality and quantity of the rations above what they have been accustomed to even on the most comfortable days on the voyage.

Arrangements were concluded to-day at Nagasaki for the despatch from that port of a vessel to take off the men on Thursday. The crew of the *Morgan City* will go either to Kobe or Nagasaki for shipment back to the States. Which of the ports they go to has not been decided, but Capt. Morris is in communication with the American Consul at Kobe on the matter.

With regard to the possible salvage of the transport, we understand that Capt. Morris is in negotiation with a firm to undertake what is possible in this direction. The question of the insurance of the ship is in a doubtful position. Capt. Morris not knowing whether the American Government or the owners hold the rights in this matter.

It should be added here that both the ship's crew and the troops and their officers reiterate their appreciation of the attentions paid them by the Japanese. Major Wittich, who is the officer in charge of the soldiers, said on this point, "You cannot say too much credit to the friendliness of our treatment and reception by the Japanese. They have done every thing possible to assist us in the matter of food and other respects. For shipwrecked men we could not be more comfortable. In fact I should say we are very much better off than

we are likely to be in the fighting line round Manila." Lieut. Bates made special mention of the skill with which Capt. Morris had brought the ship to beach, remarking that in less able hands the ship might have got down in deep water. It is unfortunate that the captain and the chief officer should have been almost the only individuals to lose all their personal belongings. This arose through the sudden and unexpected collapse of the ship. The *Morgan City* was a vessel of 3,800 tons and was owned in New York.—*Kobe Herald Cor.*

## THE "ARGYLL."

Kobe, September 6th.

The value of the preparatory work which has been going on along the stranded steamer *Argyll* for some days past was put to the test last evening when, the tide being favourable, the N. Y. K. steamer *Kokum Maru* and another vessel endeavoured to tow the huge ocean carrier from her sandy bed. Unfortunately all the efforts proved unavailing and one wire hawser was snapped in the attempt. The *Argyll's* own engines were turned over in the hope of assisting in the movement of the steamer but her own power had no effect on the situation. The operations, which lasted from about 6 o'clock till 7.30, were carried out under the personal supervision of Captain Thompson, whose patience under extremely trying and arduous circumstances has won the respect and admiration of all.

Has it occurred to the parties most interested that perhaps Admiral Seymour would render assistance? The Commander-in-Chief of the British Squadron in Asiatic waters is now at Yokohama and might easily be applied to, and we doubt not that if the position of affairs was explained His Excellency would consent to detach a ship or two to assist in releasing the ship. The idea is certainly worth considering.

The claim for damages against the Captain of the *Argyll* has been withdrawn by the plaintiff Fujita Matsuro, the case being about to be settled by the arbitration of Mayor Narasaki of Kobe and Mr. E. H. Hunter. The Captain, we understand, has agreed to pay the amount of actual damage done.—*K. Herald.*

## THE CO-OPERATION BETWEEN JAPANESE AND CHINESE.

TOKYO, September 2nd. A Chinese merchant of Yokohama, engaged in export business, has entered into partnership with Mr. Wada of the same city, in order to work a coal mine in the southern part of China. The coal obtained from this mine is said to be excellent in every respect, in fact, it is said to be not inferior even to Cardiff coal. The Agricultural and Commercial Department has been approached on the matter, also the Foreign Office, with a view to obtaining official countenance and at the same time to ask that efforts be made to get the Chinese Government to recognise the partnership in the colliery. This latter part of the story is it somewhat difficult to believe, however, as the Foreign Office is known to object to fresh diplomatic responsibilities being incurred. Except for the purpose of furthering the Imperial policy, namely, that of cultivating the closest friendship with China, the Government will not be likely to do anything to assist the combination.—*Kobe Chron. Cor.*

## HOW TO TREAT THE FOREIGNER.

INSTRUCTIONS TO HINGO KEN POLICE.

Mr. Iikigami Shiro, Chief Police Inspector of Hingo Ken, has issued the following instructions relating to foreigners to the chiefs of Police Stations.

1.—It is the principle of international intercourse to treat visitors from far off lands kindly and politely, and it is also the common spirit of civilized nations to live in harmony of feeling towards each other and to endeavour to procure smoothness of relations and intercourse.

2.—Many foreign residents understand the Japanese language and it is better to try to first address them in polite Japanese.

3.—Never use any unpleasant words or criticise the foreigners' movements, clothing or his business. He is able to understand our meaning very often even if he cannot speak Japanese.

4.—Try to prevent any unpleasantness towards foreigners while they are shopping by allowing a crowd of bystanders around them.

5.—Foreigners treat dogs better than we can think of and a diligent search should be made and good protection given when notice of a missing dog is given. When a house dog barks at you, you should tell the servant of the house to pacify it. Don't treat it roughly.

6.—Foreigners take it as impudence if you stand or patrol within their hearing while they are engaged in conversation, and you are to be careful about these petty matters.

7.—When you call on a foreigner you should not go in the early morning, at meal hours, or late at night if you can help it. The best hours for calls are from 9 a.m. to noon and 2 p.m. to 6 p.m.

8.—You should pay good attention to your clothing prior to your call and should be very careful not to commit any blunders during your call.

9.—You should ask for admittance by pushing a call-bell or striking a gong placed before the door for the purpose. If there is no bell, knock at the door with your finger but never call out for admittance.

10.—If the usher appears at the door you should ask him if the foreigner you want to see is in and deliver your card to be conveyed to him.

11.—Before you enter the house you should clean your boots on the shoemats placed at the entrance.

12.—When you call on a foreigner in private clothing take off your hat and overcoat outside the room, and leave them in the proper place. The former is however sometimes carried into the room.

13.—Never carry a lighted cigar or cigarette into the house.

14.—Don't take a seat till you are asked to.

15.—Greetings to foreigners are conveyed by a simple bow. Don't shake hands with them if you are not invited to do so. It is a gross insult to put your hand to a lady before she does. Be prompt answer to any letter will give satisfaction.

17.—Conversation should be simple yet polite and must not take too much of the foreigner's time.

18.—When ushered into a room before the master take a seat but do not touch the decorations or articles in the room.

19.—Don't spit in or out of the room. Never smoke in presence of a lady.

20.—Leave the doors or gate at your exit just as they were when you entered.

21.—Dress your hair and beard always. Dirty clothing and an unkempt head are an insult in civilized countries.

22.—Clean the finger nails properly and keep them clean.

23.—Button up your uniform and pay special attention to the trousers.

24.—Keep your boots clean always.

25.—Keep your handkerchief clean and never carry a soiled one.—*Kobe Herald.*

## JAPANESE YARN.

The Osaka Mainichi states that the demand for Japanese yarn continues to increase year after year. The increase in the demand is considered partly due to the increase in the facility of communications, the opening of various ports largely extending the field of sales of the yarn, but chiefly to the remarkable increase in the number of weaving looms in the interior.

## SHIPPING REPORTS.

Captain Filmer, of the steamship *Hongkong Maru*, from San Francisco, reports:—Fine weather throughout.

Captain Conradi, of the steamship *Moynie*, from Liverpool, reports:—Fine weather throughout the passage.

Captain Davis, of the steamship *Haimun*, from Tamsui, reports:—Moderate N.E. winds, fine cloudy weather throughout. Vessels in Amoy:—*Jrene, Atoy, Atefao, Jason, H. Leong, C. H. Keung, Vale of Wood*, and a Japanese cruiser. In Swatow:—*Kiangnan, Dagmar, and Taile*.

## NOTANDA.

### CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.824  
Thermometer.....80.4  
Humidity.....77  
Rainfall.....8.33

### TO-DAY.

Barometer.....29.97  
Thermometer.....78  
Humidity.....91  
Rainfall.....3.80

### TO-DAY.

Thursday, 14th September, 1899.  
Chinese—10th of 8th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 47min.  
Sets.....6hr. 34min.  
High water—Morning.....5hr. 20min.  
Afternoon.....1hr. 14min.  
Low water—Morning.....11hr. 14min.  
Afternoon.....none

No inferior high—nor low water.

### ANNIVERSARIES.

1762—A scouting vessel of the British fleet under Admiral Cornish took soundings in Manila Bay.

1852—Duke of Wellington died.

1864—The Hongkong Volunteers called out on account of riots.

1874—Public meeting re the Customs Blockade of Hongkong.

1881—British tea manufactory at Hsi Cheng destroyed by fire.

1896—Tornado at Tientsin; 22 persons drowned.

### TO-MORROW.

Friday, 15th September, 1899.  
Chinese—11th of 8th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 47min.  
Sets.....6hr. 34min.  
High water—Morning.....5hr. 47min.  
Afternoon.....6hr. 34min.  
Low water—Morning.....11hr. 14min.  
Afternoon.....10hr. 24min.

### ANNIVERSARIES.

1841—British barque *Aile* wrecked in Formosa Channel.

1843—Revolution in the Punjab.

1859—Sir J. K. Bland died.

1867—Eleven public gaming houses opened in Hongkong.

1875—Tonquin ports opened to foreign trade.

1880—Serious disturbance at Canton at the French Cathedral; several rioters shot.

1882—Arabi Pasha surrendered.

1887—Typhoon at Yokohama and Tokio.

1887—Chinese transport *Waylee* driven ashore on Pescadores; upwards of 370 lives lost.

1894—"Pingyang" captured by the Japanese.

1898—Porte refused to withdraw troops from Crete. Philippine Congress opens at Malolos, Luzon.

## SHIPPING AND MAIL NEWS.

### MAILS DUE.

English (*Coromandel*) to-morrow.  
German (*Sachsen*) 19th inst.  
Indian (*Kunyang*) 20th inst.  
American (*China*) 21st inst.  
American (*Doric*) 30th inst.  
Canadian (*Empress of China*) 4th prox.

The steamer *Kunyang* from Calcutta and Straits left Singapore for this port on Wednesday 13th inst. at 4 p.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver on Tuesday, the 12th inst. afternoon, for Hongkong, via the usual ports of call.

The Imperial German mail steamer *Sachsen* carrying the German mails with dates from Berlin of the 21st ult. left Singapore to-day the 14th inst. at 8 a.m. and may be expected here on or about Tuesday morning the 19th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba*.....at Kowloon Dock.  
*Carliste City*....." "  
*H.M.S. Bojaventure*....." "  
*Felbow*....." "  
*Leghorn*....." "  
*Kangaroo*....." "  
*Taihuang*....." "  
*D. Juan d'Austria*....." "  
*P. C. C. Kio*....." "  
*Taiyuan*....." "

### PASSED THE CANAL.

Outward.—11th August—*Laos, Savioia*. 18th August—*Kawachi Maru*, *St. Gotth*







## CONSULAR REPORT ON BRUNEI.

MR. ARTHUR KEYSER.

All that remains of the once vast territories of the Kingdom of Brunei are about 15,000 square miles with a population of some 50,000 people of various origin. The most important rivers and districts dependent upon them have been at different times ceded to the Governments of British North Borneo and Sarawak. The Sultan Hassin Jalut Alam Akmaludin is an independent sovereign with despotic power, though certain great chiefs act as Ministers and are accorded a voice in the Government of the country. The climate is similar to that of Sarawak, and is healthy under certain conditions. The chief town of Brunei is built over the water in one of the upper reaches of the Brunei River. Here the Sultan and all the high officials reside. From once being a city of importance, this has now degenerated into a vast collection of hovels inhabited by some 10,000 people, who do little or no work and subsist on the prawns and small fish found in the mud beneath their houses. At low tide the place is offensively unsanitary. Nothing whatever is done to improve the condition of the town or its inhabitants. Except on rare State occasions neither the Sultan nor his chief Ministers have been outside of their own dwellings for years. The people are incurably lazy and live chiefly on what they can get from their neighbours and the inland tribes, who, to some extent, cultivate the soil. Brunei has a good harbour and the river is navigable for vessels of light draft up to and beyond the chief town.

The soil on the banks of the river is well adapted for the planting of coconuts, judging from the appearance of those few dots of cultivation which serve to accentuate the vast stretches of land which are seen to have been untouched and fertile. The Sultan possesses fertile land in abundance, suitable for growing all those products now cultivated in the neighbouring countries. The prosperity of Brunei is a legend of the past, and its recurrence now remains, but a possibility of the future. It therefore serves no good purpose to give any full details descriptive of its present period of decay.

The approximate revenue collected is, so far as can be ascertained, \$10,746, say £1,074. The collection of the taxes is farmed out to Chinese traders and native money-lenders. The principal income of the Sultan and his chiefs is derived from the payments made by the Governments of British North Borneo and Sarawak for lands at various times ceded to them.

Trade.—The s.s. *Rance* of Messrs. Holt's blue funnel line, which visits Brunei once a month, has recently, with others, been transferred to a German firm. This steamer imports cloth, rice, kerosene oil, hardware, &c., bringing from 20 to 50 tons a trip. The exports chiefly consist of sago, although during the last three years the trade in that article has greatly decreased. Formerly 200 bags were shipped each time of sago, but now the average is from 60 to 700 bags. The reason given for this decrease is that since Limbang has passed to the Sarawak Government the sago from that river which used to be exported via Brunei is now sent to Kuching in the Rajah's steamers.

The owners of the s.s. *Rance* have an arrangement with the Sultan that other ships calling at Brunei for trade must pay to them the port dues, which are \$88 each trip. The company who owned the steamer paid a sum of money down for 70 trips. They also keep up all the beacons in the river and the mooring posts at the wharf.

*Oil and Coal.*—The country is supposed to be rich in oil and the representatives of a company who have obtained a concession from the Sultan are now prospecting there. By a concession formerly granted to M. Cowie, Managing Director of the British North Borneo Company, but since transferred to Rajah Brooke, the Sultan granted a monopoly to work coal in his dominions. The only mines worked are at Muan, which exports some 1,000 tons annually. There is no other coal exported from Brunei, though there is reason to believe that it exists in superior quality in other parts of the country. Other valuable minerals are said to be found in Brunei, but there is not sufficient evidence to warrant their obtaining mention here.

## SOME SPECULATION AS TO THE COLOUR OF THE FIRST MAN.

(London Mail).

In the first of a series of articles upon anthropological data which Prof. Arthur Thompson writes for *Knowledge* he discusses the original colour of mankind and weighs some evidence bearing upon the question whether the earliest races were black or white.

At the same time he mentions Alfred Russell Wallace's idea that primitive man was a Mongol. This would infer that our original colour was yellow, and when we consider the civilization of remote times which existed among the Chinese, that the people of Europe sprang from Asiatic stock, and that the identity of the earliest cave dwellers in this country and in France with the Eskimos (also Mongols) has been demonstrated, this view does not seem so very unlikely. Prof. Thompson characterizes the theory as suggestive, but goes into none of these outside details, confining himself to a study of skin, hair and their pigments.

Sorby, he says, isolated three pigments, using hair as the most convenient subject for experiment. In the light-coloured hair a brown red and yellow pigment occurs, to which in black hair a black coloring matter is added, and is a remarkable fact that there may be in a negro's "wool" as much red pigment as in the European variety, sometimes alluded to as "carrots."

Again, when a piece of white skin is grafted (as is often done in modern surgery) upon a black man, it becomes black, while black upon a white man loses its pigment. This, Prof. Thompson thinks, supports the theory that man has developed a white skin from a black, rather than the other alternative.

Other interesting points are brought forward. For instance, there is always a certain amount of pigment in the eyes of every fair people, that is, of the red and yellow kinds, found in hair, but not enough to prevent the blood in the vessels which do not come nearer the surface than the true skin showing through the semi-transparent layers of the epidermis.

Bronzing through exposure to the sun's due to an increased blood supply and a corresponding development of the pigment cells, and is similar in structure to the general skins of darker races, while dark-complexioned people among us have, in addition to the ordinary pigments, a trace of the black colour of the negro, more commonly present in our hair. There is not, however, enough to destroy the radical fairness of our skin, though in exceptional situations (such as in the arm pits) its presence may be very evident.

As to the use of a black skin, Darwin hinted it might have been developed in correlation with the immunity from malarial diseases which darker enjoy, as it is true white suffers from a malarial complexion. In support of the conclusion that the ancestors of negroes and white men more nearly resembled the latter in colour, a point not mentioned by Prof. Thompson might be brought forward, and that is that pickaninies at their birth are not

black in colour, but of a dirty grey. If original man were black, just as the original lion was spotted, we should expect to find in the negro infant the black colour, as we find in the young cub the traces of spots.

## AMERICAN MAIL ITEMS.

## Manila Versus Hongkong.

HOBSON'S OPINION.

Naval Constructor Richmond Pearson Hobson has made a report upon the work of repairing the Spanish ships raised from Manila Harbour and now at Hongkong. He urges the necessity of a large dockyard in the Orient, discusses the increasing shipping at Manila and the prospect that Manila will succeed Hongkong as the emporium of the East, but says that Chinese labour must be employed in all branches of industry.

He says the three Spanish ships when completed will be worth to the Government about \$500,000, and he contemplates trying to raise three more now at the bottom of Manila Bay. The cost of refitting the three now at Hongkong will be about \$300,000.

The vessels raised were the *Isa de Cuba*, *Isa de Luzon* and *Pan Juan de Austria*.—*N. Y. World*.

## Manila Hemp Rising.

LONDON, August 12th.

Manila hemp rose ten shillings in London this morning being quoted at £39 10s. Large quantities were bought at this price on the prospect of a further rise in consequence of the resumption of hostilities and the belief that all the Philippine ports are closed or will be closed.

While the price in London is only £39 10s, owing to large stocks and the quantities now in transit, the price at Manila is £49, the highest of record.

The United States are said not to be buying largely.

## All Volunteers to be Called.

WASHINGTON, August 14th.

It is admitted at the War Department to-day that consideration is being given to the organization of additional regiments of volunteers for service in the Philippines. The evidences are unmistakable that the full 35,000 authorized by Congress will ultimately be called into service, as Secretary Root's policy contemplates a vigorous and a relentless warfare against Aguinaldo and his rebel band.

Preparations have been in progress for some time past for organizing the new regiments, and plans have been matured which will permit of the early equipment of as many regiments as the President may decide to order. The first open step toward calling for more volunteers was in the request telegraphed last night to the various Governors to furnish lists of volunteer officers who served in the Spanish war, which will be considered with a view to their appointment for the Philippine service. Plans are now under way for the shipment of troops to Manila. They will go by the way of San Francisco.

## Mutiny Delays a Transport.

SAN FRANCISCO, August 14th.

The transport *Centinela* reports that the *Warren*, bringing the Colorado regiment, will probably not arrive until August 18th. She was delayed by encountering a typhoon, which did her some damage and forced her to return to Manila.

There was also a mutiny among the crew, and twenty-four of the *Warren's* men were tried and sentenced to terms of imprisonment of from three months to two years. The *Warren* then sailed for San Francisco with a crew of green Filipinos.

The mutiny was brought about by one of the men declaring that he was sick and refusing to work. He was placed in irons. Every man in the crew then quit work, and declared they would not resume until their comrade was released and sent to the hospital.

## McKinley Won't Meet Dewey.

HOTEL CHAMPLAIN, Aug. 14th.

A committee consisting of John S. Wise, George W. Brush, Hugh Bonner, Charles W. W. Dayton and Henry Clews will arrive here to-morrow morning to invite President McKinley and Vice-President Hobart to attend the reception to Admiral George Dewey in New York.

President McKinley will decline the invitation on the ground of the pressure of public business. His real reason will be the conviction that his presence at the ceremonies would be likely, by a division of public honours, to detract from the glory which rightfully belongs to the victorious Admiral.

It was not until to-day that the President determined upon his course. Every possible inducement has been held out to him to attend. Men high in State and national politics, prominent bankers, commercial men, railway presidents and politicians have all urged him to appear. Some of his best and most intimate friends have tried to persuade him.

But his own judgment, his own sense of justice and propriety, his natural inclination to "give Dewey all the credit that's coming to him" weighed more heavily in the balance than all the pleadings, arguments and inducements. So it was that he finally concluded to remain quietly in Washington during the hubbub and turmoil of the Dewey reception.

The original plan of the Dewey Committee, as outlined in the invitation to the President, was for the Chief Executive, accompanied by Vice-President Hobart and the Cabinet, to meet Admiral Dewey at Quarantine. The idea was that there the President should extend to the Admiral the thanks and greetings of a grateful public. For a time the President looked upon this plan with favour and he came near to giving it his sanction. But the more he thought over it the more he became convinced that he should do nothing which might dim the lustre of Dewey's star.

When Dewey comes to the national capital, however, immediately after the New York celebration, he will be received at the White House with open arms. He will be welcomed and every courtesy, consideration and respect will be shown to him. President McKinley and Vice-President Hobart will be present at the Dewey ceremonies, which will take place in front of the Capitol.

The President will also attend the Dewey ceremonies in Chicago the week of Oct. 9, but will give Dewey the first chance at public applause everywhere he goes.

Vice-President Hobart and several members of the Cabinet will attend the New York reception.

## Gillmore and Men All Right.

WASHINGTON, August 14th.

The Secretary of the Navy to-day received the following from Rear-Admiral Watson at Manila:

"Escaped Spanish prisoners report Gillmore and thirteen other Americans (eight sailors and five soldiers) confined at Vigor July 27; four sailors in hospital with sore legs (Gillmore well treated) supplies sent by Admiral never reached."

"WATSON"

## Auctions.

GOVERNMENT NOTIFICATION.  
No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [11594]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Via Ma Ti, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Containing in Acres.	Annual Rent.	Upset Price.
LOCALITY.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	Via Ma Ti	130 250 600 600	150 00	150 00

GOVERNMENT NOTIFICATION.  
No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [11604]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Containing in Acres.	Annual Rent.	Upset Price.
LOCALITY.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	Mong Kok Tsui	320 380 400 400	150 00	150 00

GOVERNMENT NOTIFICATION.  
No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [11614]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Containing in Acres.	Annual Rent.	Upset Price.
LOCALITY.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	Queen's Road (on the hill side from Ship St.)	60 60 45 45	200 00	200 00

## GRIMAULT'S SYRUP.

## HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructed Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

"WATSON"

## Consigners.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FLORENCE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo from Venice or S.S. *Mastini* ship-shipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILKER & Co., Agents.

Hongkong, 12th September, 1899. [11734]

THE CHINA MERCHANT STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"MOYNE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Optional Cargo will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 14th September, 1899. [11704]

NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 19th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 23rd instant, both days at 10 A.M.

All claims must reach the undersigned before the 9th September, or they will not be recognized.

NIPPON YUSEN KAISHA.  
Hongkong, 13th September, 1899. [11724]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENFARG," having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.  
Hongkong, 13th September, 1899. [11684]

MITSUBI BUSSAN KAISHA.

No. 4, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Shinkansen Coal Mines.

Onoda Coal Mines.

No. 1, Onoda Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBI BUSSAN KAISHA.

K. HASEGAWA.

Manager.

Hongkong, 19th August, 1899. [4]

## Shipping.

## STEAMERS.

FOR MANILA VIA AMOV.  
(Taking Cargo at through Rates for Iloilo.)  
THE Steamship

"SALVADORA," Captain (who will be despatched as above on SATURDAY, the 16th instant, at Noon, instead of as previously notified.

For Freight or Passage, apply to IRANDAO & Co., Agents.

Hongkong, 13th September, 1899. [11564]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain S. Nelson, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th September, 1899. [11584]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOV AND TAMSUI.

THE Company's Steamship

"MAIZURU MARU," Captain T. Orita, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1899. [11514]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.



## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.  
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April, 1892. [403]

## The Share Market.

## LATEST QUOTATIONS.

(September 14th).

Banks.  
Hongkong and Shanghai Banking Corporation—35 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference) nominal.  
The Bank of China & Japan, Ltd.—(Ordinary) 51 buyers.  
The Bank of China & Japan, Ltd.—(Deferred) 55 buyers.  
National Bank of China, Ltd.—52 buyers.  
Doi & Co. Do.—52 buyers.

Marine Insurance.  
Union Insurance Society of Canton, Ltd.—52.00.  
China Traders' Insurance Co., Limited—53.00.  
North China Insurance Co., Ltd.—71.00.  
Yangtze Insurance Assoc., Ltd.—51.00.  
Canton Insurance Co., Ltd.—51.00.  
Straits Insurance Co., Ltd.—56.

Fire Insurance.  
Hongkong Fire Ins. Co., Ltd.—53.00.  
China Fire Ins. Co., Ltd.—58.00.

Shipping.  
Hongkong, Canton, & Macao Steamboat Co., Limited—53.00.  
Indo-China Steam Navigation Company, Ltd.—57.00.

China and Manila S.S. Co., Ltd.—59.00.  
Douglas Steamship Co., Ltd.—52.00.  
China Mutual S. N. Co., Ltd.—(Preference)—59.00 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—55.00 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—53 buyers.  
Star Ferry Co., Ltd.—51.00.

Medicine.  
China Sugar Refining Co., Ltd.—51.00.  
Luton Sugar Refining Co., Ltd.—54.00.

Mining.  
Punjom Mining Co., Ltd.—50.00.  
Do. Preference Shares—52.  
Société Française des Charbonnages du Tonkin—54.00.

Queens Mines, Limited—50.00.  
Jellie Mining and Trading Co., Ltd.—51.00.  
Kampul Gold Mining Co., Ltd.—53.00.  
Jellie Gold Mines, Ltd.—(A) 51.00.  
Jellie Gold Mines, Ltd.—(B) 51.00.  
Great Eastern and Caledonian Gold Mining Co., Ltd.—53.00.

Green Island Cement Co., Ltd.—53.00.  
China-Borneo Co., Limited—10.  
A. S. Watson & Co., Limited—57.  
Hongkong Electric Co., Limited—51.00.  
Hongkong and China Gas Co., Ltd.—51.00.  
Hongkong Rope Manufacturing Co., Ltd.—51.00.  
Geo. Fenwick & Co., Ltd.—54.00.  
Hongkong Ice Co., Ltd.—51.00.  
Hongkong High-Level Tramways Co., Ltd.—54.00.

Miscellaneous.  
Dairy Farm Co., Limited—56.  
Hongkong & China Bakery Co., Ltd.—52.00.  
Campbell, Moore & Co., Ltd.—51.00.  
Bell's Asbestos Eastern Agency, Limited—51 nominal.  
Bells Asbestos Eastern Agency, Ltd.—51.  
Carmichael & Co., Limited—58.  
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—56.  
Ewo Cotton Spinning & W. Co., Ltd.—51.00.  
International Cotton Mfg. Co., Ltd.—51.00.  
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.—51.00.  
Soy Chee Cotton Spinning Co., Ltd.—51.00.  
Yahoon Cotton Spinning Co., Ltd.—51.00.  
Tehrau Planting Co., Ltd.—54 per share.  
Tehrau Planting Co., Ltd.—53.  
BENJAMIN, KELLY & POTTS (Share Brokers).  
Telegraph Address—"Bialto."

## EXCHANGE.

Hongkong, 14th September.  
ON LONDON, Telegraphic Transfer, 1/11 5/16.  
Bank Bills, on demand, 1/11 1/16.  
Credits, 4 months' sight, 1/11 13/16.  
D'iments, 4 months' sight, 1/11 13/16.  
ON BERLIN, Bank Bills, on demand, 1/11 13/16.  
Credits, 4 months' sight, 1/11 13/16.  
ON NEW YORK, Bank Bills, on demand, 1/11 13/16.  
Credits, 30 days' sight, 1/11 13/16.  
ON BOMBAY, Telegraphic Transfer, 1/11 13/16.  
On demand, 1/11 13/16.  
ON SHANGHAI, Telegraphic Transfer, 1/11 13/16.  
Private, 30 days' sight, 1/11 13/16.  
ON YOKOHAMA, T.T., 1/11 13/16.  
Sovereigns, Bank's Buying Rate, 1/11 13/16.  
Gold Leaf 100 touch, per tael, 1/11 13/16.  
Bar Silver, 27 3/16.  
Dollars, 24 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 14th September.  
New Pahu, 850 per chest.  
New Benares, 817.  
New Malwa, 750/770 per picul.  
Old Malwa, 780/840.  
Persian, paper tied, 670/750.

## VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken and 2 children.  
Mr. J. H. Aitken.  
Mr. and Mrs. John Angus.  
Mr. W. Armstrong.  
Mr. O. C. Arpe.  
Mr. W. H. Arrey.  
Mr. W. S. Bailey.  
Mr. B. J. Barlow.  
Mr. J. H. Benedict.  
Mrs. W. S. Biddle and maid.  
Mrs. W. S. Bishop.  
Mr. and Mrs. A. H. Bottenheim.  
Dr. Bowers.  
Mr. J. W. Brown.  
Mr. T. F. Burgdoff.  
Mr. and Mrs. O'Brien.  
Mr. A. B. Carter.  
Dr. and Mrs. F. Clark.  
Mr. R. Colegrove.  
Mrs. Collins.  
Mr. A. W. Cross.  
Mr. P. C. Denroche.  
Mr. C. B. U. Dodd.  
Mr. and Mrs. C. A. Dovel.  
Mr. D. Earnshaw.  
Mr. L. L. Eisel.  
Mr. H. H. Fox.  
Mr. W. F. G. Gibson.  
Mr. K. Gadelius.  
Mr. and Mrs. K. Gibson.  
Capt. Goddard.  
Mrs. E. B. Gose.  
Mr. T. Greidames.  
Mr. R. J. Hall.  
Mr. S. H. Hamilton.  
Mr. F. H. Herbert.  
Mr. T. Howard.  
Mr. Wm. K. Hughes.  
Major Jackson.  
Major and Mrs. Jeffreys.  
Mr. H. U. Jeffries.  
Major G. K. St. John.  
Capt. F. Koford.  
Mr. J. Lankie.  
Mr. J. C. Lee.  
Mr. C. W. Longuet.  
Mr. C. W. Longuet.  
Mr. R. Mitchell.  
J. Von Oertzen.  
Lt.-Col. The O'Gorman.  
Hon. H. E. Pollock.  
Capt. H. V. Prynn.  
Mr. A. Reed.  
Comdr. R. M. Rumsey.  
Mr. A. Sinclair.  
Mr. A. Findlay Smith.  
Mr. A. G. Stokes.  
Mr. A. P. Stokes.  
Mr. C. H. Wheeler.  
Mr. H. W. Whitford.  
W. E. Home.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. Baddeley.  
Mr. and Mrs. Lionel Boyle.  
Mr. H. F. R. Brayne.  
Mr. F. Bure.  
Mr. and Mrs. F. G. Collins.  
Capt. van Corbach.  
Mr. C. H. Dann.  
Mr. and Mrs. W. H. T. Davis and child.  
Mr. A. L. Denison.  
Mr. P. Dow.  
Col. G. J. H. Ewart.  
Mr. J. S. Ezekiel.  
Mr. R. M. Ezekiel.  
Mr. A. Forbes.  
Lt.-Col. A. Fraser.  
Colonel E. H. Gorges.  
Stuart Gorges and Mrs. W. E. Home.

CRAIGIEBURN.  
Rt. Rev. Bishop Burdon.  
Rev. F. Flynn, R.N.  
Mrs. Horder.  
Hon. and Mrs. R. D. Ormsby.  
Miss Ormsby.  
Mr. A. I. Richardson.  
Mrs. Percy Rolfe and Miss Underwood.  
Capt. C. B. Simmonds.  
Madame Volpicelli.

## VISITORS AT THE WINDSOR HOTEL.

Mr. J. H. Rees.  
Mr. and Mrs. W. A. Mr. and Mrs. Reyes and children.  
Mrs. J. de Camille.  
Mr. Ernest Dade.  
Mr. and Mrs. J. Kennedy.  
Mr. H. Martin.  
Mr. W. D. Norton.  
Mr. and Mrs. Oria and children.  
Mr. M. Fardo.  
Mr. and Mrs. David Park.

## VESSELS IN PORT.

Steamers.  
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Mojit and Aug. General—Butterfield & Swire.  
CHUNSIANG, British steamer, 1,418, E. J. Buller, 9th Sept.—Java Ports 1st Sept., Sugar—Jardine, Matheson & Co.  
CLARA, German steamer, 675, A. Hansen, 13th Sept.—Haiphong and Hoihow 12th Sept. General—Jensen & Co.  
EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N.R., 12th Sept.—Vancouver 22nd Aug. and Shanghai 9th Sept. Mails and General—C. P. R. Co.  
GALICIA, British steamer, 2,691, Wm. Finch, R.N.R., 6th Sept.—San Francisco 9th Aug. Honolulu 16th, Yokohama 20th, Kobe 30th, Nagasaki 1st Sept. and Shanghai 4th, Mails and General—O. & S. S. Co.  
GLENFARO, British steamer, 3,647, F. Selby, 13th Sept.—Singapore 30th Sept. General—Jardine, Matheson & Co.  
HATING, French str., 905, M. Janssen, 13th Sept.—Haiphong and Hoihow 12th Sept. General—J. B. Marv.  
HERMES, steamer, 849, J. C. E. M. Co. Jensen, 13th Sept.—Tientsin via Chefoo 5th Sept. General—C. E. & M. Co.  
HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 11th Sept.—Yokohama 1st Sept., Kobe 5th and Nagasaki 7th, General—Melchers & Co.  
JOHN SANDERSON, British steamer, 2,080, J. Erskine, 6th Sept.—Singapore 30th Aug. General—Dodwell & Co.  
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 13th Sept.—Kuchino 8th Sept. Mails and General—P. & O. S. N. Co.  
KAWACHI MARU, Japanese steamer, 3,690, J. S. Thompson, 13th Sept.—London and Ports 4th Aug. General—Nippon Yusen Kaisha.  
KEONG WAI, British steamer, 1,115, R. Unsworth, 11th Sept.—Saigon 7th Sept. Rice—Yuen Fat Hong.  
KONG BENG, British steamer, 862, F. W. Joslin, 13th Sept.—Saigon 9th Sept. Rice—Woo Kee.  
LEAGUE, Spanish steamer, 365, Antonio Triban 4th Sept.—Manila 1st Sept. General—C. P. R. Co.  
LIGHTNING, British steamer, 1,222, S. H. Bolton, 10th Sept.—Calcutta 25th Aug. Penang and Singapore 4th Sept. General—David, Sassoon Sons & Co.  
MAIDZURU MARU, Japanese steamer, 567, T. Nagata, 13th Sept.—Amoy and Swatow 12th Sept. General—Mitsui Bussan Kaisha.  
MAUSANG, British steamer, 1,643, J. Kynock, 27th Aug.—Sandakan 20th Aug. Timber—Jardine, Matheson & Co.  
MONSIEUR, British steamer, 839, N. G. Major, 13th Sept.—Bangkok 3rd Sept. Rice—Yuen Fat Hong.  
PICCIOLA, German steamer, 875, E. Schipper, 12th Sept.—Saigon 8th Sept. Chinese.  
RIOYUN MARU, Japanese steamer, 2,972, J. W. Ekstrand, 12th Sept.—Mojit 7th Sept. General—Nippon Yusen Kaisha.  
ROSETTA, British steamer, 2,039, C. G. Talbot, R.N.R., 13th Sept.—Yokohama 6th Sept. Mails and General—P. & O. S. N. Co.  
SABINE, RICKMERS, British steamer, 600, Nabset, 13th Sept.—Shanghai 9th Sept. Ballast—Arnhold, Karberg & Co.  
SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Sept.—Sandakan 28th Aug. Timber—Melchers & Co.  
SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.—Calcutta via Penang and Singapore 18th Aug. Opium and General—Jardine, Matheson & Co.  
TAICHOW, British steamer, 862, P. Primrose, 9th Sept.—Bangkok 2nd Sept. General—Butterfield & Swire.  
TAIYUAN, British steamer, 1,459, R. Nelson, 3rd Sept.—Melbourne 22nd July, Sydney 22nd, Brisbane 1st Aug. Townsville 4th, Cockatoo 4th, Thursday Island 13th, Port Darwin 17th, and Manila 31st, General—Butterfield & Swire.  
TARTAR, British steamer, 2,768, H. Fybus, R.N.R., 6th Sept.—Manila 3rd Sept. Ballast—C. P. R. Co.  
UNITY, Norwegian steamer, 929, F. Hansen, 12th Sept.—Honolulu 16th July, Sugar—Lauri, Wegener & Co.

Shipping Vessels.  
CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila 2nd Sept. Ballast—Arnhold, Karberg & Co.  
GOVERNOR ROBE, American ship, 1,627, Koroski, 21st Aug.—New York 5th May, Koroski, 21st Aug.—Standard Oil Co.  
HUTCHINSON, British ship, 1,989, Thurber, 5th Sept.—Tacoma 25th June, Flour—Order.  
JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 23rd April, Case Oil—Standard Oil Co.  
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast—Order.  
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands—Order.  
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour—Order.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 14th, 1899.  
Alacrity, despatch vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 12,000 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.  
Bonaventure, and class cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, R.N., Hongkong.  
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.  
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington Ingram, cruising.  
Erik, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.  
Fame, twin screw, torpedo-boat destroyer, 422 tons, 5,400 h.p., Lieut.-Com. R. Keyes, cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 360 tons, 5 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, and class cruiser, 4,300 tons, 9,000 h.p., 18 guns, Capt. G. Callaghan, cruising.  
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.  
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, cruising.  
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, en route Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. P. S. St. John, Manila.  
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.  
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.  
Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p., Hon. H. Lambton, Hongkong.  
Rallier, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut.-Com. The Hon. G. A. Harding, Foochow.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, cruising.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.  
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, cruising.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class, and 2 second-class boats.

Miscellaneous.  
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.  
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 h.p., Capt. Julian, Shanghai.  
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.  
Stromboli, Italian cruiser, 3,539 tons, Captain Cantanisti, Shanghai.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Molais, at Port Arthur.  
Alouet, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elksky, at Vladivostok.  
Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.  
Dimitri Donkoff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Withoff, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff at Vladivostok.  
Gremiatichy, Russian armoured cruiser, 4,902 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.  
Koreyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriankoff, at Port Arthur.  
Kryazev, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.  
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.  
Nayaditch, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.  
Odnovoy, Russian armoured cruiser, 1,490 tons, 12 guns, 1,800 h.p., Captain Copronoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenius, at Vladivostok.  
Rostia, Russian armoured cruiser, 12,200 tons, Capt. Domjoff, at Port Arthur.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.  
Sitalka, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.  
Sistak, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Pargenoy, at Port Arthur.  
Sivouch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.  
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchovsky, at Vladivostok.  
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Roguil, at Vladivostok.  
Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.  
Zabizka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shikoff, at Port Arthur.

## RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).  
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.  
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
Suevborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(At and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Janichnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podorvnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Slak, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sootichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterilad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Usurur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Flagship of Vice-Admiral Alexieff.  
Flagship of Rear-Admiral F. V. Dubossol.  
Flagship of Rear-Admiral Recondo.

## THE FRENCH SQUADRON.

Asple, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Jourmet, at Saigon.  
Bayard, French flagship, 1,968 tons, 16 guns, 4,100 h.p., Capt. Jeannin, at Yokohama.  
Beaulieu, French cruiser, 1,240 tons, 14 guns, 875 h.p., Captain Fernet, at Chefoo.  
Brut, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.  
Comet, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.  
Descares, French protected cruiser, 3,985 tons, 36 guns 631 h.p., Captain Bernard, at Nagasaki.  
Eclairer, French cruiser, 1,608 tons, 15 guns, 2,408 h.p., Capt. Texier, at Along Bay.  
Forfait, French cruiser, 3,221 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.  
Incendiar, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Saye, at Chemung.  
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Foochow.  
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.  
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 h.p., Capt. de Breizac, at Manila.  
Pluvier, French despatch-boat, 345 tons, 4 guns, 500 h.p., Comdr. Vidal, at Bangkok.  
Surprise, French gunboat, 627 tons, 10 guns, 860 h.p., at Saigon.  
Triomphant, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Broilac, at Saigon.  
Vauban, French flagship, 6,150, Capt. Bouteat at Haiphong.  
Vipera, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.  
Flagship of Rear-Admiral Gigault de Redollier.

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Flagship of Rear-Admiral Gigault de Redollier.

## THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brunsat, at Friedrich Wilhelmshafen.  
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Feibenus, at Amoy.  
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentheimer, at Foochow.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 h.p., Captain Gulich, at Manila.  
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Weihaiwei.  
Morse, German surveying vessel, 970 tons, Captain Korvetten, at Amoy.  
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Trupel, at Kiochoo.  
Flagship of Rear-Admiral von Diederichs.  
Flagship of Prince Henry of Prussia.

## THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,004 h.p., Capt. N. M. Dyer, at Manila.  
Bennington, U.S. cruiser, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.  
Bulwer, U.S. cruiser, 3,000 tons, 10 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.  
Bufalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.  
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Vary, at Manila.  
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.  
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 h.p., Capt. W. H. Whiting, at Manila.  
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila.  
Cullaga, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.  
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.  
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.  
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.  
Monadnock, U.S. double-turret monitor, 3,930 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.  
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.  
Monterey, U.S. double-turret